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that the two are almost inseparable; and mere private speculations cannot give offence. It may be added, that his conclusion is, that a European army would meet with insuperable difficulties along all the above routes; likely, too, to be augmented by a re-union of the now divided Affghan states into one sovereignty, which seems to him not improbable.

II.—*Voyage Round the World.* By Lieutenant Holman, R.N. London. 1834-5. 8vo.

The deficiencies under which Mr. Holman labours are known to the public; but with them we have here little concern. We are even not disinclined to admit that within our province there is considerable truth in the apparent paradox with which he prefaces his work, viz. that these deficiencies are rather in his favour, as a traveller, than otherwise. Geography deals with facts, not appearances; and he who, unable to see the latter, zealously and diligently endeavours everywhere to obtain the best authorities for the former, may, we think, not unlikely acquire them more exactly than those who confide in their powers and opportunities of cursory inspection. Be this as it may, however, we shall not again recur either to the advantages or disadvantages under which this traveller has brought together his materials; but leaving out of sight the personal narrative by which he has made his volumes popular, shall string together the chief passages by which he has also sought to make them useful.

Mr. Holman's route was by way of Madeira, Teneriffe, St. Jago, Sierra Leone, Cape Coast, Fernando Po, the Coast of the Bight of Benin, Ascension, Rio Janeiro (including a portion of the interior of Brazil), the Cape of Good Hope, Mauritius, Madagascar, the Comoro and other neighbouring islands, Ceylon, the Coast of Coromandel, Calcutta, New South Wales, and Canton. The three first volumes of his intended publication have been some time out, terminating with his residence at Calcutta; and one more, which will probably appear as soon as this notice, will, it is understood, complete his plan. He is among the latest travellers in most parts of his track, and certainly appears to have been everywhere most indefatigable in making the inquiries of which the results are thus in the course of appearing before the public.

The wine-trade of Madeira seems to be rapidly declining. In 1825 the export was 14,425 pipes; in 1826, 9391; in 1827, the returns are not here complete, but up to September they only give 5274. In consequence the planting of coffee has lately become very general in the island, and with such success, that already the berry is become an article of export. The sugar-cane has been also tried, but does not repay its expense. The culture of provisions has extended, the higher grounds in the island being chiefly taken in for this purpose; and potatoes in particular are found to thrive well, and yield excellent crops at an elevation of 6000 feet above the sea. The peasantry of the island are active and enterprising, and their attention is steadily bent on thus finding means of improving their condition, and increasing the resources of their country.

The population of Sierra Leone, in 1827, Mr. Holman estimates at 15,000. Mr. Montgomery Martin, about the same time, makes it exceed 30,000; and both gentlemen break their general statement into fractional parts, as though taken from a regular census. Of the whole, only 110 (Holman) 200 (Martin) were Europeans, two-thirds of these, Mr. Holman says, being under thirty; "whence," he adds, "the great mortality that prevails among them," a sequence which does not appear obvious. A more intelligible reason seems to be the state of morals in the colony, and a want of attention to precautionary measures of clearing and draining. The internal trade is chiefly maintained through the medium of the neighbouring Foulahs and Mandingoes, who travel down in parties of from six to thirty or more, bringing gold in small quantities, which they exchange for European goods. The river and coasting labour of the settlement is, on the other hand, to a large extent performed by a race of negroes, called Kroo-men (otherwise denominated the Scotchmen of this coast), of whom Mr. Holman's account is by much the fullest that we have anywhere met (vol. i. pp. 184-92). It is deficient chiefly in suggesting no probable reason for the wandering, Savoyard, and industrious habits of this people, so strikingly different from those of other tribes. Their native district is on the Grain Coast, and stretches along the sea-shore, without, as is believed, extending far inland. Its chief towns are Setta Kroo, Little Kroo, Kroo Barru, Kroo Settra, &c. However widely dispersed along the coast in search of employment and wealth, these Kroo-men re-visit their homes every two or three years, generally adding a new wife each visit to their domestic establishment. They are much liked, and confided in, by traders on the coast, the crews of ships never being considered complete without a detachment of them on board; and we have heard one of the survivors of Richard Lander's last expedition say, that, but for the steadiness and fidelity of the Kroo-men who were with him, his disasters would have been brought to a much earlier and more fatal termination.

The settlement at Fernando Po having been given up, and that on the Island of Ascension being already described at length in our present volume, it seems unnecessary to advert to Mr. Holman's account of either. From Rio Janeiro he visited the gold mines of Gongo Socco, then under the direction of the late Captain Lyon, from whose papers it seems remarkable that no detailed account has ever been drawn up of this district (the Minas Geraes), with which he must have been so well acquainted. Its produce has been among the most considerable and steady in South America. It is the property of the Imperial Brazilian Mining Association. Mr. Holman (vol. ii. p. 13) gives an account of the geology of Gongo Socco, being part of an official report to the company, by Mr. Hochedder, chief manager, in 1833. He states, also, that though agricultural improvements do not always accompany mining speculations, in Brazil the influx of foreign capital and residents is combining them: great inconvenience and even some danger being, however, frequently experienced by travellers through the country, from the reckless manner in which the woods are set on fire in order to clear it. Another plague is frequently indicated on the road by the cry of "Marambundas! Marambundas!" when animals lie down, and their riders and leaders escape in all directions,—the danger in such cases to be avoided being a flight of wasps. Both mining and agricultural operations are carried on by slave-labour. One hundred and twenty-seven varieties of gold-ore are enumerated in the cabinets of those collectors who are curious in observing and registering minute distinctions. Diamonds are also found. The auriferous formation is iron-mica-schist. The surface soil is productive; and there is a considerable variety of temperature in the country, arising from differences of aspect and elevation. Nearly all descriptions of crops may thus be grown; but as yet provisions are chiefly looked to.

On his passage from Rio to the Cape, Mr. Holman obtained the following account of the island of Inaccessible, one of the Tristan d' Acunha group, so named from the difficulty or supposed impossibility of landing on it. A merchant vessel had been recently wrecked on it, of which the greater number of the crew gained the shore; and one of the survivors thus spoke of it:—

"The island of Inaccessible is in length about sixteen miles, breadth twelve, forming an oblong square: it is about three thousand feet high, with a very flat top. The mountain is generally enveloped in a thick cloud, and the sides covered by a dense haze which renders it extremely dangerous for the approach of shipping; but in a tolerably clear day a distant view may be attained, when its high perpendicular cliffs may be discerned towering in the centre of the island. There is a sandy bay on the N.W. side, where a boat can land, but not without danger, and it ought never to be attempted by any one not thoroughly conversant with the intricacies of the passage, the rest of the beach being covered with large rough stones, where it is not possible for a boat to land. Nearly the whole island is overgrown with heath, stunted trees, brush-wood, and reeds; the latter grow to a great height, often to eight or ten feet. Wild celery was the only vegetable that we found on the island fit for culinary purposes; and on our first landing it was to be had in great abundance, but owing to our inordinate consumption of it, this vegetable had become scarce before we left the island. From the rugged surface and light sandy soil, the ground is little capable of cultivation, at least not without great labour, and even in that case I doubt whether the produce would be sufficient to recompense the trouble.

"The stream of water is so small, that no vessel could be supplied with even a moderate quantity without incurring great danger and delay; while the reefs of rocks encompassing the island ought to deter all voyagers from visiting its inhospitable shore."—vol. ii. pp. 97, 98.

Within the Cape territory, Mr. Holman's travels were along the south-east coast as far as the frontier,—an interesting line, as including much the most promising part of the colony; and afterwards across from Worcester to Helena and Saldanha Bays, regarding the latter of which he states that it is believed to be filling up, a great misfortune, if true, but stated here too vaguely to be implicitly admitted. In both journeys, but in the first especially, his readers will find a number of minute details regarding the circumstances and prospects of settlers, interesting to such as look in this direction; but as we avail ourselves of his materials on these subjects elsewhere in this volume, it would be superfluous to make an abstract of them here.

From the Cape our traveller visited in succession Mauritius, Mozambique, Madagascar, the Comoro Islands, Zenzibar, and the Seychelles; but within the range of his possible observation Captains Owen and Boteler have lately occupied this ground to more advantage. Perhaps an exception may be made in favour of the account given by him of the Seychelles, which is historical as well as descriptive; and that of the interior of the island of Madagascar. His tour in the interior of Mauritius is also not devoid of interest, being enriched with a geological description of the island, contributed by Captain Locke Lewis, R.E., author of an article in the present volume of this Journal regarding the Ovahs of Madagascar, and who was above eight years employed on this station. But the island of Ceylon, being less recently occupied ground, we shall rather follow our author thither; and conclude this analysis of his work by bringing together what he has observed as most remarkable in this celebrated island.

There are three points of view in which the Island of Ceylon is an interesting object of regard. It is the site of some of the most remarkable remains of a remote and almost entirely unknown antiquity extant. It is an island of the highest natural capabilities. And these capabilities are now sought to be developed by a very considerable relaxation of the previously existing rules by which the commerce and industry of the inhabitants were fettered. We could have wished that Mr. Holman had thus previously classed the objects of his future inquiries; in which case, with his industry and opportunities, we think that he could have made his account of it fuller and more valuable. Nevertheless, even as it is, it is not devoid of interest.

The antiquities of Ceylon appear to be of different ages, but are all stupendous. They are extensively distributed over the island, and consist of the ruins of large cities, pagodas, and embankments on a prodigious scale, by which the waters of the island were collected and distributed, for the purpose of irrigation, with a care which indicates a high value set on agricultural productions, and consequently a dense, and, to a considerable extent, civilized population. It is impossible, indeed, to read the accounts given of these most remarkable structures, and consider especially their extent, (one is an artificial basin of from 16 to 18 miles circuit,) the size of the stones used in their construction, and consequently the mechanical powers which must have been so employed, without being convinced that they are the remains of a far superior people to the modern Cingalese—whose tradition, by the way, that they were erected by giants 40 feet high, is an amusing form in which a confession of inferiority is couched. Unfortunately Mr. Holman's route, which, exclusive of an excursion to the summit of Adam's Peak, was directly across the island in only one line, from Columbo to Trincomalee, did not lead him to the most remarkable of these structures: he merely adverts to, but does not describe the "enormous" tanks near which he travelled; and states that one district of the country is called "the country of tanks," from their great number. They seem, indeed, to have been here so numerous, that his attention was not particularly called to them; and it was more remarkable to him that a wild elephant should be bathing in them, than that they were there to receive him.

Of the natural capabilities of the mountain provinces of Ceylon, Mr. Holman, like all his predecessors, draws an animated picture. The finest woods in the world cumber the surface of the earth with a mass of vegetation at once useless and pestilential, from its superabundance; and whenever this has been cleared away the crops yielded, even to the most superficial culture, are enormous. The chief article yet looked to, however, for export is the cinnamon tree, which grows in greater abundance in Ceylon than any other part of the world. It is chiefly confined to the south-west quarter; and in the extreme north and north-east is never seen. It yields three principal articles of commerce, viz.: 1. The *cassia-buds*, or unripe fruit and fleshy receptacle of the seed: which fetch in London about six shillings per lb.; 2. *Cinnamon,* which is the dried bark of the tree; and 3. The *essential oil,* distilled from chips, of which 80lbs. weight yields about 2½oz. of oil, worth in England a guinea per oz. The property of all the cinnamon trees on the island is still retained by the government, though the regulations by which the preparation of their produce for market was limited and restricted are now relaxed.

The interior of the island is greatly less productive. The northern provinces are even, many of them, comparatively barren, being characterised by the frequent recurrence of extensive sandy plains. The southern and central districts in the vicinity of the native capital, Kandy, are however all productive; and the tanks and other hydraulic apparatus, by which an extensive system of irrigation must have once commanded heavy agricultural returns in them, though comparatively ruinous, are still brought into some use. The Cingalese, without being absolutely industrious, are more steady in the prosecution of their familiar labours than most oriental nations.

In a former volume of this Journal a detailed account was given of the Mahavillaganga, the principal river of Ceylon, of which the capabilities, as a means of easily bringing down the produce of the interior to the splendid harbour of Trincomalee, on the eastern coast, are there also much insisted on. The other rivers are comparatively unimportant; but many roads have been marked off in all directions, and are being cut as the requisite labour can be spared. A limited colonization having been permitted, various estates are held by British proprietors, and a considerable amount of emulation has been exhibited in their improvement.

A great part of the interior of Ceylon, especially in the central northern districts, is covered with dense forests; and Mr. Holman furnishes the following statement of the names and qualities of the principal woods in the vicinity of Trincomalee:—

" *Ironwood;* the specific gravity of which is 75 lbs. per cubic foot. This is a red wood, and its specific gravity is sufficient to recommend it for durability, which also renders it unassailable by insects. It is cheap, from its abundance, and worthy of more attention than it has hitherto received. It answers all the purposes of Lignum Vitæ. The price increases according to its length, but logs under twenty feet average about three pence per foot.

" *Ebony.* Specific gravity 73 lbs. per cubic foot. There are various kinds of this wood on the island, therefore great care is required in selecting it, and also in removing all the white part previous to its being exported, particularly for the China market. It is to be procured of any weight or size, but that from a foot to eighteen inches in circumference is generally the best. The logs are from nine to ten feet in length. It is very expensive to convert it into planks, scantling for bed-posts, chairs or couches, by the common mode of sawing, therefore, it is desirable that saw-mills should be introduced into the island, not only for cutting the hard and more valuable woods, but for general purposes, as plank-wood might then be exported with great advantage to those engaged in the trade. This wood is at present shipped in its rough state, at Trincomalee, from two pounds to two pounds ten shillings per ton, and brings from six to eight pounds at Singapore, where it is purchased for the China market.

" *Veree.* Specific gravity 75 lbs. per cubic foot.

" *Vahgee.* Specific gravity 72 lbs. per cubic foot. These are both of a light yellow colour, and are but seldom used.

" *Illepay.* Specific gravity 70 lbs. per cubic foot. This is of a lighter yellow than either of the two former. It is not remarkable for any peculiar quality, but it is in general use for ordinary purposes.

" *Satin-wood.* Specific gravity 68 lbs. per cubic foot. This is very abundant, and is to be obtained of almost any size and length. It is much used in the Naval yard for caps, bits, capstans, knees, &c., and by the inhabitants for various purposes. There is also a large quantity sent to different parts of India. It is generally exported in logs of about eight feet in length, and from four to four and a half in circumference, the price of which is six shillings.

" *Katamanac.* Specific gravity 64 lbs. per cubic foot. This wood is of the colour of oak, possessing nearly all its qualities. It is much used for naval purposes, and is found to be very durable in water. It is well adapted for keels, beams, and decks of vessels. It is sold at about sixpence per foot, in logs of large dimensions, which is dearer than other woods, from the difficulty of getting it out of the jungle, owing to the inefficient means used by the natives. This wood is well calculated for exportation to the Cape and Mauritius markets, and may be converted into staves for casks.

" *Red Halmaniel.* Specific gravity 57 lbs. per cubic foot.

" *White Halmaniel.* Specific gravity 54 lbs. per cubic foot. These are two woods that are very abundant, easily procured, and readily worked. They are applied to a great variety of purposes, and are used in the Naval yard for oars, handspikes, &c. Logs are generally from ten to fifteen feet in length, and from five to six feet in circumference, which are very straight and free from knots, and average about five shillings. These may be converted into staves for casks.

" *Maroda, and Margossa.* Specific gravity 57 lbs. per cubic foot. These woods are tougher and more durable than the Halmaniels, but although they are to be procured at the same rate, they are not much used.

" *Jamblow and Vawney.* Specific gravity 50 lbs. per cubic foot. These woods are but little used, probably from the Halmaniel being more serviceable for all ordinary purposes.

" *Yavering or Craanwood.* Specific gravity 48 lbs. per cubic foot. This is more brittle than Halmaniel, and is much used for ordinary purposes.

" *Red Poone.* Specific gravity 48 lbs. per cubic foot: it is two lbs per foot lighter than the celebrated Mangalore Poone.

" *Pina Poone.* Specific gravity 36 lbs. per cubic foot. These woods are very valuable for masts, because they grow very tall and straight, and have all the good qualities of teak, which is of the same weight as the Pina Poone. They may be procured in almost any quantity in the S.E. parts of the island.

" *Oily and Angelica.* Specific gravity 44 lbs. per cubic foot. These woods have been much used in the Naval yard for ordinary purposes.

" *Jackwood.* Specific gravity 43 lbs. per cubic foot. This is of a beautiful yellow when first cut, but after it has been oiled it cannot be known from the finest mahogany. A great quantity is made into furniture which is much prized all over India.

" *Chalumby.* Specific gravity 29 lbs. per cubic foot. This wood is but little known.

" *Chitagong.* Specific gravity 27 lbs. per cubic foot. This wood is used for light articles of furniture, and is similar to Jackwood.

" *Japan-wood.* This is an article of export, but of no value as timber, being crooked and small: it is merely a dye-wood, and is found in the Galle district. All these woods, with the exception of a few of the inferior kinds, which are common all over the island, belong exclusively to the Trincomalee and Batticoloa districts: however, there are many others on the west side of the island which are not to be found in these districts.

" *Gamboge.* This tree grows on the island, but is little sought after, which is rather surprising, when the valuable qualities of its sap are taken into consideration.

" *Bark.* This is an article well worthy of the attention of the Ceylon merchants.

" *Palmyras.* The Jaffnapatam district furnishes India annually with an immense number of rafters for houses, from the Palmyra trees with which that district abounds."—vol. iii. 321-8.

The following is our author's statement regarding the climate of the island :—

" *January and February.* These are the most delightful months in the year; the wind is constantly N.E. and easterly, blowing from the sea. The thermometer about 82°, without any appearance of fever or other disease.

" *March and April.* At this time the sun becoming vertical, the sea-breeze is scarcely ever strong enough to reach the shore, or the light breezes from the land sufficiently strong to be of service: it is therefore perfectly calm the greater part of the day, and exposure at these times is very apt to bring on ague and fever; remittent fevers frequently rage among the natives, but of course more particularly among those Europeans who are not inured to the climate.

" *May and June.* The land winds now commence blowing steadily from sunset to sunrise. The natives hail this with delight, as it entirely disperses fevers.

" *July.* The land wind blows very strongly and hotly. Thermometer from 90° to 96° F.; sometimes an occasional storm, with heavy thunder and rain: but they seldom last long.

"*August and September.* These months may be considered the most variable in the year; the sun becoming again vertical, the land and sea breezes blow alternately, and when strong, during their proper hours they are delightful: however, as they do not often blow home, frequent calms take place, at which time the atmosphere is very oppressive, with heavy rains, but not of sufficient duration to occasion much fever.

"*October.* This month the sea-breeze becomes more regular, as the N.E. or rainy monsoon sets in about the 26th, ten days later than at Madras. The flag-staff is then struck preparatory to bad weather. There are frequent heavy squalls from the sea, with rain, thunder, &c.

"*November and December.* Delightful sea-breezes, with occasionally heavy rains, which continue many days at a time: these however vary, and appear to fall heaviest every third or fourth year, at which period forty-five successive days' rain have been known to fall in these two months. On the 25th of December the flag-staff is generally hoisted, when the bad weather season is considered to be over. Slight bowel attacks with symptoms of dysentery, colds, and fevers, are common in these months. Thermometer from 74° to 82° F."—vol. iii. pp. 338-339.

The following shows the revenue and expenditure from 1821 to 1832 inclusively :—

	Revenue.	Expenditure.	Excess of Revenue.	Excess of Expenditure.
	£	£	£	£
1821	459,690	481,854	———	22,155
1822	473,669	458,346	15,323	
1823	355,406	476,242	———	120,836
1824	387,259	441,592	———	54,333
1825	355,320	495,529	———	140,209
1826	278,350	394,229	———	115,879
1827	264,735	411,648	———	146,913
1828	305,712	339,516	———	33,804
1829	389,534	344,757	44,777	
1830	403,475	347,029	56,446	
1831	420,170	346,565	73,605	
1832	369,437	338,100	31,337	
	4,462,766	4,875,407	221,488	634,129
		Deduct Excess of Revenue . .		221,488
		Nett Excess of Expenditure . .		412,641

Mr. Holman gives a list (vol. iii. p. 361) of twenty-four roads made, and (vol. iii. p. 362) of 1019 schools established on the island in 1832; but he gives no details regarding either, excepting that sixty-three of the schools are under the superintendence of Roman Catholic clergymen, viz. thirty-seven in the eastern provinces, one in the southern, two in the western, and twenty-three in the northern. It would have been a pleasing addition to this information had the number of scholars been stated, at least approximatively, and also what they are taught.

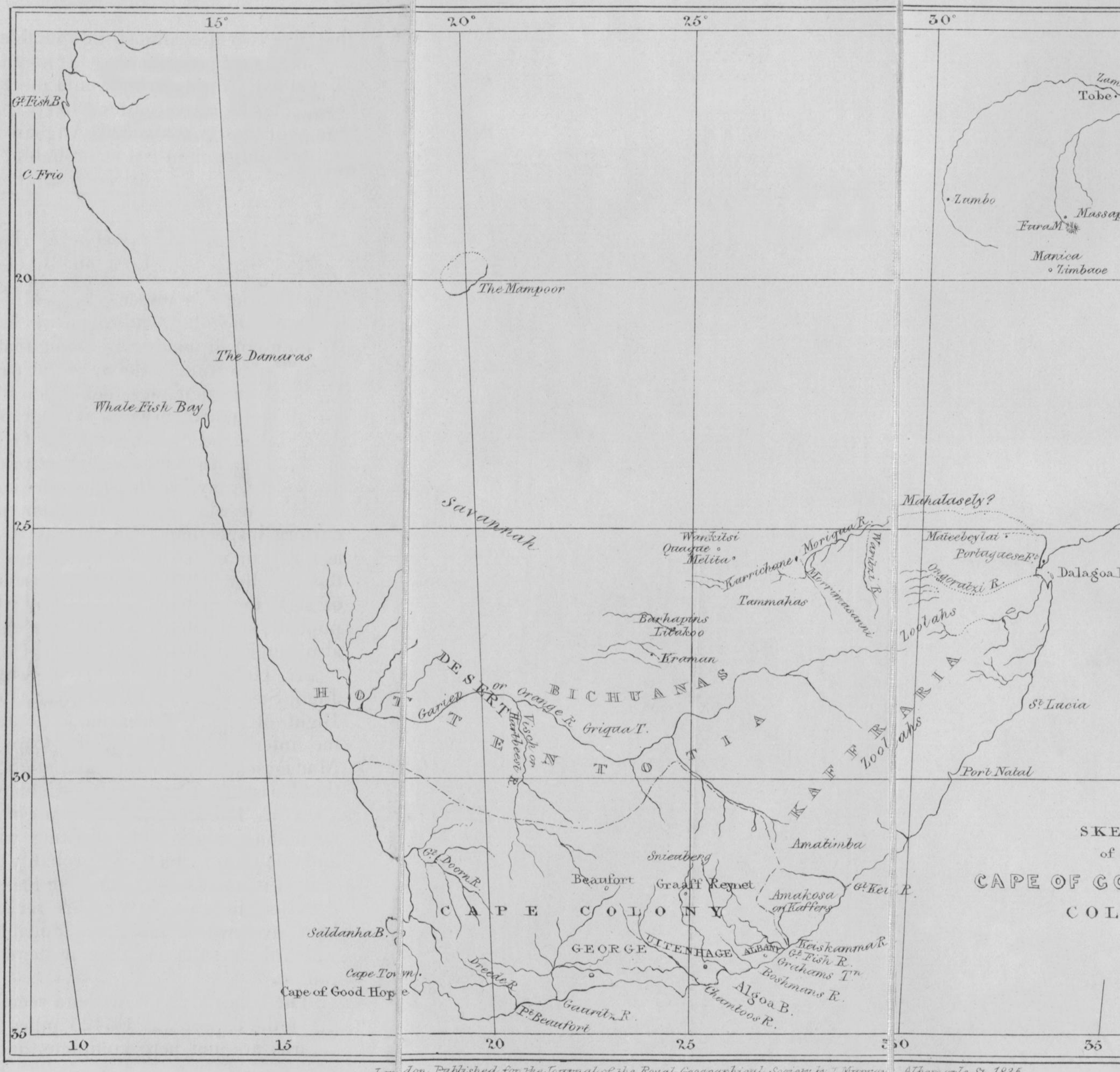
The system of castes yet prevails among the Cingalese; but Mr. Holman is certainly in excess when he states their number to be twenty-one. The first place he assigns among them to the nobles, planters, and agriculturists; the second to the fishermen; and the third to those who hire themselves out as labourers, but who are required to serve the first class gratuitously. This arrangement excludes the Braminical class, or priesthood, and exhibits other marks of incorrectness. The order usually assigned to Cingalese castes is the royal, Braminical, agricultural, and labouring, the last, however, being extensively subdivided, whence, probably, Mr. Holman's multiplication of distinct castes.

The pearl-fisheries on the north-west coast of Ceylon have long been famous; and the feats of the Cingalese divers have been often quoted. It is well known, however, that the latter have been much exaggerated; and moreover, the fishermen are, for the most part, natives of the main land of India, not of Ceylon at all. They come in fleets at the proper seasons, and pay a heavy rent, or tribute, for permission to fish. They are, for the most part, unable to remain above two minutes at the bottom at one time; when the water is deep, not so long; and are in this respect much surpassed by the Arab fishermen in the Persian Gulf.

III.—*Ten Years in South Africa.* By Lieutenant J. W. D. Moodie, 21st Fuziliers. London, 1835. 8vo. pp. 700.

THERE is not so much local description in this work as might have been expected, and it is so interwoven with the personal narrative, that it is not easy to separate them. Existing circumstances, however, giving a peculiar interest at this moment to the details of the Cape of Good Hope geography, we shall endeavour to bring together what Mr. Moodie furnishes most to our purpose, with some little assistance from other quarters.

The general physical aspect of the southern face of the Cape territory is well known. Successive ranges of steep declivities, which from their outer side look like mountains, and are so called, though, in fact, they are merely steps by which a descent is made from the interior to the sea, extend in lines almost parallel to the coast, from west to east. They are separated from each other by wide and prolonged valleys, which are respectively sustained by them: and of these some portions are alternately quite barren or covered with a rich vegetation, according to the prevalence of dry or wet weather; while other portions are more uni-



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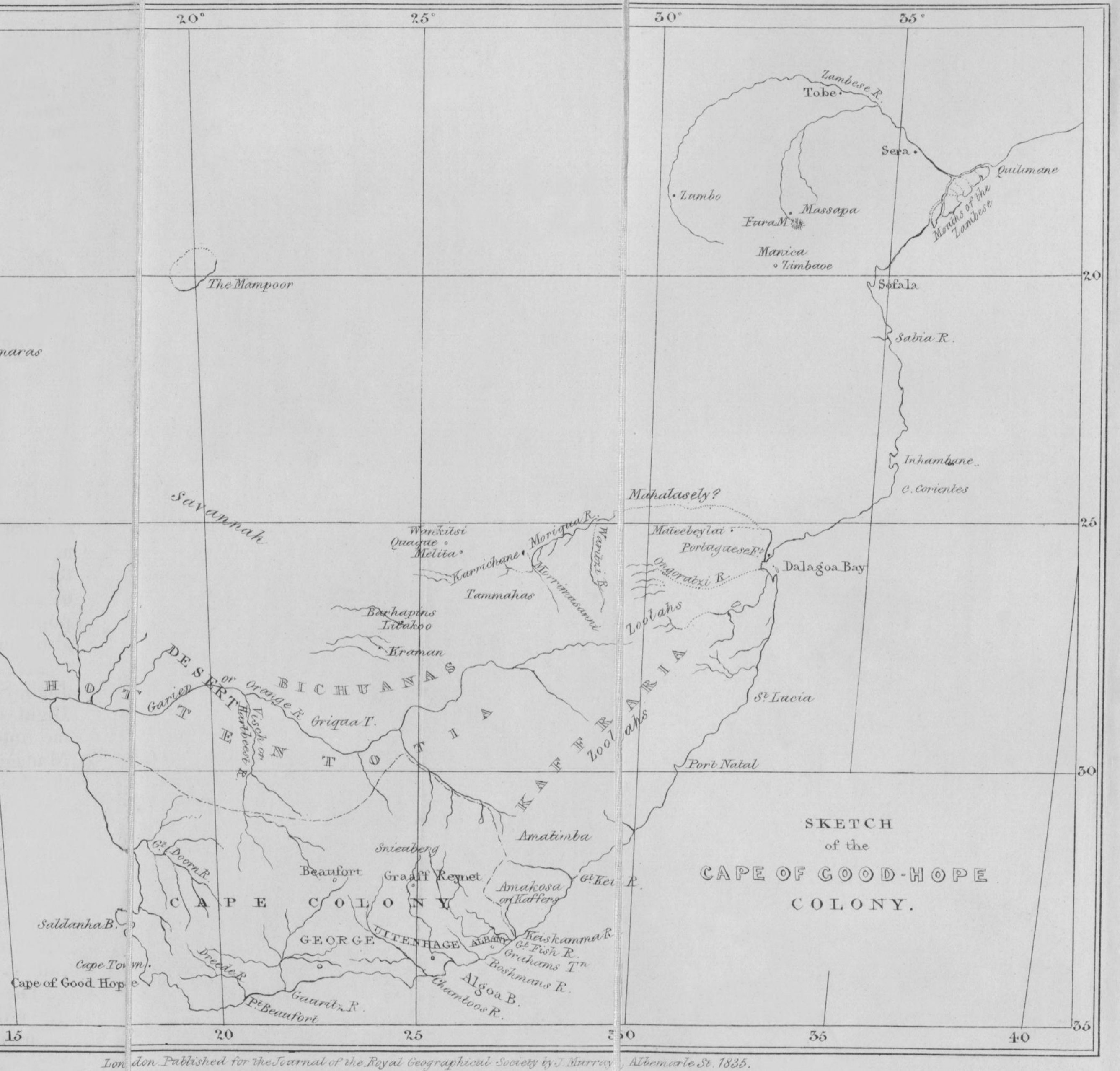

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